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STRESSES REDUCTION OF RR OPERATING EXPENSES

REDUCTION OF COSTS VERY SIGNIFICANT -- Moscow, Gudok, 2 Feb 51

If the struggle for the reduction of the cost of carrying by the railroads is to be most effective, each transport commander should know the elements of which the cost of carrying consists and how to lower them.

The operational expenditures of the railroad systems are made up of labor costs, expenditures for fuel, electric power, materials, and other needs. Norms are very important in determining operational expenditures, and the norms for expenditures for labor and materials should be based on the experience of leading transport workers.

The fund for wages comprises almost one half of all operational expenses, and therefore an increase in labor productivity is one of the chief resources for reducing carrying costs.

The most important qualitative index for the utilization of rolling stock is freight-car turnaround time, and to reduce this index it is necessary to decrease the average length of haul, make freight flows more efficient, reduce empty runs, increase train speeds, and reduce car layovers in loading operations and in freight stations. If freight-car turnaround time is accelerated by only one hour, an additional 800 cars can be loaded per day with the same number of freight cars.

The reduction of empty runs of cars by one percent reduces operational costs by 30 million rubles per year. An increase in average daily locomotive runs by one kilometer permits a saving of up to 7 million rubles. The reduction of freight-car turnaround time by one hour permits a total saving of 60 million rubles per year.

Strict observance of the schedule for train traffic is the basic condition for improving the qualitative indexes for rolling stock utilization. For instance, in 1949 the Volga Okrug was delinquent in this respect. In 1950,

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increasing the number of trains handled according to schedule by 20 percent, the okrug accelerated freight-car turnaround time by 19.1 percent, increased average speed including stops by 24.2 percent, and increased the average daily locomotive run by 19.6 percent.

The situation was entirely different of the Central Asia Okrug, where the schedule for train traffic was unsatisfactorily executed. Freight-car turnaround time exceeded the norm by almost 19 percent, but only 92.1 percent of the norm for average speed including stops was completed, and during 9 months only 92.7 percent of the norm for average daily locomotive run was fulfilled. Utilization of diesel locomotives was exceptionally poor; their average daily run not only did not increase, but even fell. Since 1947, the productivity of diesel locomotives has dropped an average of 26.4 percent.

Utilization of the capacity of rolling stock is also an important factor. An increase in the car axle load of 0.1 ton would save up to 70 million rubles per year, and an increase in the average train weight of 10 tons would reduce operational expenses by almost 50 million rubles.

About 20 percent of operational expenses go for locomotive fuel. Reducing fuel expenditures by one percent would give a saving of up to 70 million rubles per year. Railroad transport is now using 5-6 percent less fuel than provided for by the norm, but the possibilities for further improvement in this field are still great.

During 1949, the railroad systems handled 627,000 above-norm-weight trains, in which 174 million tons of freight were carried above the norm. In 1950, these figures increased considerably.

Moscow, Gudok, 17 Jan 51

An increase in the average speed including stops of one kilometer per hour would reduce freight-car turnaround time by almost 3 hours.

In regard to fuel consumption, the commanders of railroad systems which operate with an excessive number of locomotives should remember that the maintenance of each steam locomotive costs the state more than 1,500 rubles per day.

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